Electrification in these countries is on different Voltages and different Gauges, depending on application and technology.

(b) 5 trunk routes namely Delhi-Howrah, Delhi-Bombay via Central and Western Railways, Delhi-Madras (GT) route and Bombay-Howrah via Nagpur have since been electrified.

(c) Electrification is a continuous process and works are in progress on part sections on the remaining two trunk routes viz. Madras-Bombay and Madras-Howrah. These works are likely to be completed by March, 1998, subject to availability of funds.

Construction of overbridges at railway Stations in Madhya Pradesh

4538. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of overbridges presently under construction at various railway stations in Madhya Pradesh;

(b) by when each of these overbridges is likely to be completed and opened for use;

(c) whether Government have any plans for providing more overbridges at various Railway Stations in Madhya Pradesh in the near future; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Details of works of provisions of foot over bridges which have been taken up in Madhya Pradesh are as under:—

(Rs. in lakhs)

S.No.	Name of Station	Estimated Cost	Target date of completion
1	Khirkiya	7.38	December, 1993
2	Obaidullaganj	11.30	December, 1993
3	Budni	9.35	December, 1993
4	Salamatpur	7.69	December, 1993
5	Bhilainagar	7.88	March, 1994
6	Kirodimalnagar	7.88	December, 1994
7	Bhairongarh	4.14	March, 1993

(c) Yes, Sir.

(d) Works in this regard will be taken up wherever so warranted by traffic requirements, subject to availability of funds and comparative needs of various stations.

Railway accidents

4539. DR. YELAMANCHILI SIVAJI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that more than 100 accidents took place in S.C. Railway Zone during the last eighteen months;

(b) if so, what are the details thereof and what steps have been taken to avoid the same; and

(c) what are the reasons for these accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) There were 93 consequential train accidents comprising 6 collisions, 80 derailments, 5 at level crossings and 2 cases of fire in trains on South Central Railway during the period 1-2-1991 to 31-7-1992. The main causes of these accidents were failure of railway staff, equipment failure, failure of road users, sabotage,

Some of the important steps taken to reduce accidents are:

(i) induction of technical devices to aid the human element;

(ii) monitoring the performance of staff of critical safety categories such as drivers, guards, station masters, etc.;

(iii) intensive training of staff in operational categories;

(iv) intensive and frequent inspections of sensitive installations;

(v) surprise checks against carriage of inflammable/explosive material in passenger trains; and

(vi) provision of whistle board, speed breakers and road signs at the approaches of unmanned level crossings and improving visibility for road users and train drivers.

Fly over bridges in Andhra Pradesh

4540. DR. YELAMANCHILI SIVAJI: Will the Minister of RAILWAYS be pleased to state:

(a) the fly over bridges that are under construction in Andhra Pradesh; and

(b) what are the proposals that are pending for clearance?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Twenty one Road Overbridges at the following places in Andhra Pradesh are approved works in 1992-93 Works Programme of Railways and are under different stages of construction:—

(1) Bibinagar, (2) Gudur, (3) Vikarabad, (4) Bhimavaram, (5) Between Nidadavole and Brahmanagudam, (6) Dabirpura, (7) Between Jangaon and Pembarti stations, (8) Kavali, (9) Nandyal, (10) Mahabubnagar, (11) Between Timmapur and Shadnagar, (12) Palakole, (13) Ajitsingh Nagar, (14) Ghatkesar, (15) Fathenagar, (16) Adikmet near Jamai Osmania station, (17) Mancherial and Peddampet, (18) Anakapalli and Thadi, (19) Between Thadi and Duvvada, (20) Between Umdanagar and Timmapur, (21) Kazipet.

(b) There are 5 such proposals:- (1) Falaknuma, (2) Alwala, (3) Kovvur, (4) Chirala, (5) Narasaraopet.

Transportation of coal by wagons for glass manufacturing units

4541. SHRI SATYA PRAKASH MALAVIYA:

SHRI ISH DUTT YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any guidelines for transportation of coal by wagons for glass manufacturing Units has been made;

(b) if so, what are the basis of regulating the movements of wagons and norms devised for it;

(c) what is the present allotment position of wagons for movement of coal to Glass Manufacturing Units of Ferozabad and other industries in Uttar Pradesh stating industry-wise position of backlog if any;

(d) whether the Ministry have discretionary powers to allot wagons to few glass industries on priority basis;

(e) if so, what are the norms for such out-of-turn allotment of wagons; and

(f) the number of glass manufacturing Units which have been allotted wagons on priority basis?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Allotment and supply of wagons for loading of coal is made on the basis of sponsorships made by the sponsoring authorities and as per the offers given by the collieries.

(c) Position of programmes, offers made by the collieries and allotment of steam coal rakes to GIS/POT units in